(a) whether it is a fact that a number of cases related to Delhi Development Authority to plead in these cases;

(b) if so, the number of advocates appointed by the Delhi Development Authority to plead in these cases;

(c) the qualifications set for the appointment of these advocates; and

(d) the number of cases pleaded by each of these advocates from the year 2000 to December, 2002 and number of cases wherein the decision was in favour of Delhi Development Authority?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT AND POVERTY ALLEVIATION (SHRI PON RADHAKRISHNAN): (a) Yes, Sir.

(b) and (c) Delhi Development Authority (DDA) has reported that there are 101 advocates on their panel, to plead in these cases before Supreme Court, High Court, District Courts, various Commissions, Fora, Tribunals and Arbitrators, etc. The advocates are empanelled after considering their qualifications, experience and nature of cases, handled by them.

(d) The information is being collected and will be laid on the Table of the House.

**Gold Dak Khana crossing dangerous for pedestrians**

1989. SHRI B.J. PANDA:
MISS MABEL REBELLO:

Will the Minister of URBAN DEVELOPMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether Government are aware that round about of Gold Dak Khana (New Delhi Post Office) in the heart of New Delhi, is the most dangerous point for pedestrians' crossing;

(b) whether grievances of the public in this regard were reflected in the Action Line of the Hindustan Times, dated the 21st November, 2002; and

(c) if so, the aciton taken by the concerned authorities to ensure safety of pedestrians visiting the Post Office?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT AND POVERTY ALLEVIATION (SHRI PON RADHAKRISHNAN): (a) Yes, Sir. The round-about at the Gold Dak Khana is very busy particularly during moring and noon when the nearby schools open and close.

(b) Yes, Sir.

(c) The New Delhi Municipal Council has reported that all the roads emanating from this round-about are provided with zebra lines to facilitate easy crossing of the roads with proper road light arrangement. In addition the NDMC has also engaged Central Road Research Institute to conduct traffic studies for possible solutions.

**Setting up of City Challenge Fund and Urban Reform Incentive Fund**

†1990. SHRI RAJIV RANJAN SINGH 'LALAN':
SHRI LAJPAT RAI:

Will the Minister of URBAN DEVELOPMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether it is a fact that Government had decided to set up a City Challenge Fund and Urban Reform Incentive Fund for the development of Urban Zones of the country;

(b) if so, the amount proposed to be provided at the initial stage in each of the above funds;

(c) whether the amount of these funds have been utilized; and

(d) if so, the amount spent upto December, 2002 from these funds separately:

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT AND POVERTY ALLEVIATION (SHRI PON RADHAKRISHNAN): (a) and (b) City Challenge Fund (CCF) envisages to catalyse city level economic reforms to creat credit worthy & sustainable cities on competitive basis. An allocation of Rs. 500 crore has been made in the 10th Five Year Plan for CCF. The draft policy report and operational guidelines for CCF prepared by Administrative Staff College of India (ASCI), Hyderabad have been discussed by Government with State representatives in a heeting held at Hyderabad

†Original notice of the question was received in Hindi.